

ATTACKS METHODS OF BURYING U. S. SOLDIERS

Senator Watson Asserts Remains Handled in Helter-Skelter Fashion.

OFFICIALS DENY CHARGES

Witnesses Testify Men Hanged in France Were Buried Without Hopes and Black Caps Being Removed, Body Placed Quickly in Coffin.

(By Associated Press.)

WASHINGTON, Jan. 17.—After presentation of testimony by way of denial, War Department records, submitted today to the Senate committee investigating charges that American soldiers had been hanged without trial in France, showed that the bodies of two men dug up in the little cemetery at Bazailles the ropes and black caps in which they were put to death on the gallows had not been removed prior to burial.

Edwin E. Lamb, of Hartford, Conn., a colonel overseas, testified that in the case of one of the men hanged the body was placed quickly in a coffin and, so far as he recalled, the ropes and caps were left just where they hung from the gallows. But in both cases, other witnesses declared, they were removed before the bodies were prepared for shipment home to relatives.

Senator Watson (Democrat), of Georgia, whose charges concerning illegal executions led to the investigation, sharply attacked the denial of men hanged for "unintentional crimes" alongside of soldiers who fell in battle. "While a witness if white men and negroes were buried in the same part of the cemetery," the Senator was told that they were that all were soldiers.

Taking up the charges of former service men that bodies shipped home from France were handled in helter-skelter fashion, without proper effort to establish identity, officers and men attached to the graves registration service declared there was no foundation for such assertions, and insisted that not one body was brought home until identity had been positively established.

Turning from burial methods, John Sebastian, a sailor of Jacksonville, Fla., told how, when a prisoner at Giverville, he saw the bodies of two negroes lying face down on the ground, and was informed by a guard that two negroes had been lynched. He was unable, however, to say whether the bodies were those of the men put to death by a soldier.

Through the insistence of Senator Overman, of North Carolina, the committee of which he is a member is determined to find out how Benjamin King, of Wilmington, N. C., a soldier with the Thirtieth Division, met death in France. All of the evidence thus far and War Department records show that he was killed in action. His body was never recovered, and men who were near him at the time declared that he was blown to pieces by the shell. Sent out in command of half a dozen men, still with his command when two privates were killed, according to witnesses.

Some time ago, however, the story gained circulation around Wilmington that King had been lynched by others under orders of "Hard Boiled" Smith, who later served a prison term for cruelty. Robert Harrison, of Wilmington, testifying the first report at the hearing about the alleged lynching of King, and since that time both Senators Overman and Simmons have been trying by every means at the disposal of the War Department to get at the facts.

Called before the committee today, Varney R. Wells, of Washington, declared with great positiveness that while he had no direct proof on the subject, it was certain to the best of his knowledge that King was killed in action. Giving the young corporal the highest record, Wells declared there were other North Carolina men in the platoon who could furnish evidence, and they will be summoned.

Senator Watson sharply criticized Wells for failure to tell King's mother earlier than a week ago, that reports of the alleged lynching were without foundation. But it was not until after publication of the Harrison testimony that the talk became general.

Satisfied in his own mind that King was not lynched, Senator Overman indicated that he was determined to clear away all doubt, regardless of how many witnesses it might be necessary to call.

Jealous, Kills Her Sister. LONG BEACH, N. J., Jan. 17.—Believing that her sister, who arrived here from Germany only a few months ago, tried to steal her husband, Mrs. Hermine Reitzman, 36, shot and killed her on Sunday morning and remained with the body until her husband came home.

Discovers Serum for Alcohol Poisoning

(By United News.) NEW YORK, Jan. 17.—A serum for alcoholic poisoning—wood or grain—which is effective if applied within twenty-four hours, he claims, is being perfected by Dr. Charles R. Calkins of New York, who described himself as a pioneer practitioner in "auto-hemotherapy." It is simple. The patient who has been drinking wood alcohol gives up fifteen drops of his own blood. From this is made the serum that, transferred back into his veins again, acts as an antidote against the alcoholic poison.

Dr. Calkins has offered his services to any hospital that wants to try his system, for his one trouble has been to get patients soon enough.

SCORES COMPANY FOR REFUSAL TO ACCEPT MEDIATION

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blacktop cars except one and operated by crews of two men each.

Yesterday Mr. Jones said, the company had only fifty-two men at work at noon. Today, at the same hour, there were about seventy.

Practically all of these men were new men or nonunion carmen, who did not go on strike with the union men yesterday.

Local officials said today that they did not expect any trouble with the repair shops and power-house employees. Only a handful of the men employed in these departments, they said, are union men, and even these have stuck to their posts.

PORTSMOUTH TRAFFIC (Special to The Times-Dispatch.) PORTSMOUTH, Va., Jan. 17.—Street car traffic was tied up tight today by the strike of the traction employees. Not a car left the company's barns, and from the outlook tonight it appears that the city will be without trolley service tomorrow, although it was stated that efforts will be continued to get out cars.

It is being taken care of the transportation problem very well. During the rush hours tonight, however, there was much congestion and crowding of buses, particularly at the ferry terminals, as the city was swept by a driving rainstorm and the demand for transportation was greater than it had been under fair weather conditions.

Reports of violence here have been overdone. Men who worked yesterday for the company were standing in Broad Street, Port Norfolk, early today, but were not injured. The strike was done, it was stated, by small boys, and not by the striking carmen.

The City Council met in conference this afternoon and discussed the proposed emergency transportation for suburban sections not hitherto provided with trolley service, and approved and authorized the handling of the transportation problem by the manager's office, in the absence of trolley facilities, was commended. The Council did not go beyond that in its action.

JURY IN HINES MURDER STILL IS INCOMPLETE

Judge Ernest H. Wells in Hastings Court, Part I, yesterday ordered a third venire of forty jurors examined when but twelve of the twenty jurors had been accepted by the court.

Judge Wells denied a defense motion that a new venire be drawn on the ground they were irregularly summoned. He denied also a motion to defer trial until additional venires could be called.

Jurors empaneled this far are: E. J. Jones, Russell E. Norvell, A. H. May, J. E. Simpson, Ben. H. Hargrave, R. Carter Beverly, C. R. H. Hargrave, J. B. Guthrie, H. S. Elliott, G. W. Lawson, N. M. Thornton and George B. Sheard.

Stress Rescue Home Need

Brief addresses by Richmond women at the banquet of the Salvation Army addition to Murphy's Hotel last night stressed the dire need of a rescue home and hospital. Attorney General John R. Saunders presided. Campaign for the founding of a rescue home here is on hand.

Additional details appertaining to the success of the drive were discussed at length. It was emphasized that \$2,000 is required to meet the budget needs this year.

Hardware Men Meet

More than 100 attended the annual meeting of the Retail Hardware Merchants' Association at Murphy's Hotel last night. Members who delivered addresses were R. H. Watkins, J. P. Stuart, W. J. Clark, L. E. Conkey and Thomas H. Howell, who spoke on "1921 Association Development." The banquet was followed by a ball.

CITY FATHERS EVOLVE NO PLAN FOR RELIEF

(Continued From First Page.)

statement to be presented by Mr. Puller. Before the chairman of the Streets Committee began his speech, several members of the body, also members of the committee, expressed themselves vehemently against "public criticism, both in the press and on the streets. They maintained that the stand taken by Council had in no way militated against peaceful relations between the company and its men; that, notwithstanding what Council might have done or may do, the present condition could not have been avoided through any action on its part.

Expect No Relief. In the course of his statement Alderman Puller said: "No matter what Council may do, unless the policy of the company is changed, no relief may be expected. The present condition is due to inefficiency, and not because of the failure of the company to get a blanket franchise. What the people want is service. If that and a low fare are given, the company may expect to reap some sort of revenue."

"And I will say this," continued Mr. Puller, "and I speak for every member of this body, that the Streets Committee and City Council will be as expeditious as possible in disposing of the petition for a franchise. But, the conditions today will not force Council to do what it would not have done otherwise."

Mr. Puller rehearsed the situation from the time the company in 1914 asked for a blanket franchise. He referred to an opinion of the City Attorney given at that time, in which it was pointed out that the city could not grant the request unless the company surrendered all existing franchises. When told of this the company withdrew its petition.

He showed that the company, when it secured the properties of the existing companies in 1909, had paid \$8,077,150, and had assumed first mortgage amounting to \$2,152,000, and that it had issued stock amounting to \$2,547,220. The property in Richmond, upon which taxes are assessed, said Mr. Puller, amounts to \$8,139,084, of which \$4,306,720 is allocated to the street car company, the remainder for light and power. He said, is \$3,832,364, which includes common and preferred stock and bonded indebtedness.

Puller Cites Valuations. The Stone & Webster valuations, stated Mr. Puller, allocated to the railroad system in Richmond a valuation of \$12,714,574, upon which the company asks the city to guarantee a return of 8 per cent. Beside this figure, the speaker placed that of \$11,335,150, which, he said, records showed was the amount paid for all the properties in 1909.

"The company has paid dividends in nearly every year since 1909," the speaker said. "It was not so hard on them in 1914. It asked for a blanket franchise. It did not persist in its request when it found that it must first surrender the existing franchises. The law is just the same now as it was then. The city cannot grant a blanket franchise unless the company surrenders its present franchises." The Main Street franchise expires on January 1, 1923; the traction franchise on January 1, 1925, and the Richmond and Henric franchise on June 30, 1927.

The company, like many other corporations, was unable to pay dividends in the years immediately following the war," declared Mr. Puller. "When the company asked Council to give relief in 1919, it was cheerfully given, every one realizing that living costs were almost prohibitive, and the requirements of the franchisees that fares should be 5 cents for six tickets for a quarter, with labor and school tickets at 25 cents, were overlooked and straight 5 cents was allowed. Then later, as times grew worse, we allowed the street car fare."

Company Must Co-operate. "The policy of the company," said Mr. Puller, "leans toward contraction rather than expansion, and the company is to win success, must co-operate. The Streets Committee intends to complete its work in the interests of the city. It intends to be fair to all and to all in square deal. But we represent the people of Richmond and not the street car company. The company reports that it carried a million less passengers last year than it did the year before. What is the cause? We cannot make the people ride. The company must give good service and cheap fares."

Mr. Puller spoke for over an hour. He had an interested gallery, the chamber being full of street-car men and other interested citizens. There were no demonstrations, the seriousness of the occasion being realized by all present.

The next step to be taken concerning the petition for a franchise will be that of tomorrow night, when a joint session of the Finance and Streets Committees will be held to

engage an expert to procure the valuations of the company's property in Richmond. It was conceded by all who heard the various experts who appeared before the Streets Committee last week that the work could not be completed in less time than three months.

IMPORTATION OF STRIKE BREAKERS IS DENIED BY CARRIER

(Continued From First Page.)

The arrival of the "strike breakers" in Richmond, I am confident that this report is false."

Colonel William H. Myers, Director of Public Safety, reported to the City Council last night that he had made an investigation of the rumor and that the men were not quartered in the company's Y. M. C. A. at the Reservoir.

From the terminals of the company here last night came announcement that there would be no more men in transportation facilities today. Additional cars will be placed on the lines today and it is possible other routes may be operated.

In the meantime the union men are tightening their jitney lines, ready to meet the efforts of the company. Most automobiles were added to the seventy-eight operated the first day and additional cars will be placed on the lines today.

Pleased With Jitneys. Union leaders last night announced themselves as being well pleased with the jitney project, and declared that the returns were gratifying. Daily meetings of the men are held, at which time the plans for the expansion of the jitney lines are mapped out.

Absence of violence in Richmond has characterized the first two days of the strike. The union men are doing picket duty at the company's barns and have strict orders from their leaders not to resort to rough tactics. The representatives of the company last night reported that everything was quiet around the terminals. The only disorder among the strikers occurred at Norfolk when rocks were thrown through the windows of one of the cars being operated by a nonunion man.

Must Pay Jitney Fee. J. C. Noel, internal revenue collector, issued a statement yesterday afternoon that all motor cars rented or hired or carrying any fare for passengers are subject to a United States government tax. The rate of taxation is \$10 the year for cars carrying and seven passengers, including the driver. Those over seven, \$20 a year.

Upon request of Director of Public Works Myers, the City Attorney will today render an opinion as to the requirements for operation of the

jitneys now being run by the striking street car men. George L. Wilcox, business manager of the Central Trades and Labor Council, head of the new jitney service, called upon the director yesterday for information on the subject.

There are 337 regularly licensed jitneys, which pay a license of \$25 each. The jitneys operated by the street car men have not been taxed, and the question has arisen as to the right of one class to operate without license, when the other is required to pay a tax.

ROADS ENTHUSIASTS FROM ALL OVER STATE ARE HERE FOR SESSION

(Continued From First Page.)

Dr. Charles G. Maphis, dean, department of extension, University of Virginia, will speak on "Good Roads as Related to Our System of Education." Dr. John R. Hutcheson, dean, department of extension, the Virginia Polytechnic Institute, Blacksburg, will speak on "Good Roads and Rural Community Life." Colonel T. L. Kirkpatrick, of Charlotte, N. C., will speak on "Realizing a Highway Program," and Captain P. Julian Wilson, chief engineer of the United States Office of Public Roads, Washington, will speak on "The New Federal Aid Law."

Beginning at 8 o'clock the motion picture, "The Changing Hour," prepared by the American Highway Educational Bureau, J. W. Brooks and staff, for the Virginia Good Roads Association, will be shown in the auditorium of Murphy's Hotel.

Banquet at Grays' Armory. Executive Secretary V. D. L. Robinson announced last night that thirty-five members of the State Senate and eighty-six members of the House of Delegates had accepted the invitation to attend the annual banquet to be held in the Grays' Armory tomorrow night at 7 o'clock, at which Oliver J. Sands, president of the American National Bank, will act as toastmaster. The speakers will be Dr. J. A. C. Chandler, president of the Association, on "Financing Our Highways," and C. H. Huston, Assistant Secretary of Commerce of the United States, on "Highways as Avenues of Commerce."

Tomorrow afternoon at 2:30 o'clock a special program in commemoration of the anniversary of Robert E. Lee will feature, C. H. Huston, president of the Lee Highway Association, will preside. Former Governor Charles H. Broughton, of Arkansas, will speak on "General Robert E. Lee," Dr. S. M. Johnson, director-general of the Lee Highway Association, will speak on "The Lee Highway—a Fitting Memorial to General Lee," and Mrs. Malvern C. Patterson, of Richmond, president of "The Garden Clubs of Virginia," will speak on "Beautifying the Roadside."

Special music will be offered and the Confederate veterans and members of the various Confederate societies and organizations are invited to attend.

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of the Birthday of

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A. S. Tanner, Manager

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Probably you know, too, that some people can't drink a cup of tea or coffee at bed-time, and sleep well that night.

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There's harm without harm in Postum—a pure cereal beverage, rich